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COMMENT OF
THE DAY

REVIEW OF 1957

NINETEEN fifty-seven has been an eventful year for the British economy. In the first month, although the exchange difficulties caused by Suez had almost passed, the economic bill had still to be paid. The Canal was blocked and the Iraq pipeline was cut.

The outlook for the balance of payments position seemed gloomy. In fact, the payments balance weathered the crisis remarkably well and in the home front production was scarcely affected, thanks to a tremendous organisational effort made by both the oil companies and industry as a whole. The balance of payments well exceeded expectations with a current account surplus of £125 million for the first half of the year. Exports ran over the 1956 level, rising in November to approximately £287 million, the trade figures for that month being the best for seven years.

Exports over the eleven months also did very well in the important North American markets, running at eight per cent more in value than in 1956.

Nineteen fifty-seven provided more than one occasion for the British economy to demonstrate its resilience. The flow of dollars which had helped finance the growth of world trade began to diminish and a number of countries, finding themselves in payments difficulties, imposed economic restrictions.

Grew Smaller

THE fall in raw material prices from the artificially high levels of late 1956 which would bring about a substantial improvement in Britain's terms of trade, began to affect the incomes of primary producers overseas, including of course those in the sterling area. Their trade surpluses grew smaller, their deficits increased and they began to draw on their accumulated reserves in London.

At the same time the payments difficulties in which many countries found themselves gave rise to talk of possible devaluations and exchange rate adjustments — rumours which produced speculative pressures to which sterling — because it finances so much of the world's trade — was particularly vulnerable.

Despite the fundamental soundness of Britain's internal economy, the upward movement of domestic costs and prices combined with these other, international factors, to produce some uncertainty about the rates of exchange between sterling and other currencies, and this in turn led to speculative capital movements on a large scale.

The British Government responded to the situation with some far-reaching, constructive decisions. In September the Chancellor of the Exchequer raised the Bank Rate to seven per cent and announced a number of new measures designed to protect the external and internal value of the pound sterling.

This action, together with the firm statements made by both Britain and Germany that no exchange rate adjustments were contemplated, was successful in halting and to some extent reversing speculative pressure against the pound. But the intention was not merely to achieve this short-term objective.

In some quarters fears have been expressed that the emphasis on price stability may lead to a decline in activity. The Government is, however, confident that stable prices are compatible with full employment and industrial expansion resulting from a high rate of investment. The economy will be put to the test in the coming year.

JETS JUMP BRITISH PLANE

Forced To Land In Albania

London, Jan. 1. Britain charged today that Communist jet fighters forced down a British DC-4 Skymaster yesterday on a flight down the Adriatic coast near Albania.

Eisenhower's Message To Russians

Gettysburg, Jan. 1. President Eisenhower today sent a message to the leaders of the Soviet Union pledging the United States to "every effort" toward world peace.

Eisenhower, on an early and frosty New Year's morning at his family home here, sent a cable to leaders of the Soviet Union in reply to a New Year's message of greeting.

"I earnestly trust that the New Year will bring a firmer and better understanding between the citizens of the Soviet Union, the American people and those of other nations," Eisenhower cabled the Russian leaders.

ASSURED

"You may be assured that the Government of the United States will extend every effort to that end," the President said to the Russians.

The occasion of Eisenhower's message was a cable he received just last Thursday morning from Chairman Klementi Voroshilov of the Supreme Soviet Presidium; Prime Minister Nikolai Bulganin and Nikita Khrushchev, Secretary of the Communist Party — United Press.

Red Skelton Rallies

Santa Monica, Jan. 1. Comedian Red Skelton greeted the New Year today from his bed at St. John's Hospital where he had been admitted with a severe "cardiac-asthmatic" attack.

Hospital attendants reported that the famous Redhead was in satisfactory condition and said he was able to "joke a little." He was stricken on Monday night at his Bel-Air home. — United Press.

US DEATHS

New York, Jan. 1. More than 100 people died in accidents throughout the United States during the 24-hour period up to 6 p.m. local time tonight, according to official estimates. — Reuter.

Queen's Honour

New York, Jan. 1. Headline in the Daily News over a story on Queen Elizabeth II's New Year's honours list, which included world feather-weight champion Hogan (Kid) Bresay: "Queen is in Kid Bresay's corner." — United Press.

DOROTHY'S SECRET

Hollywood, Jan. 1. Voluptuous actress Dorothy Malone revealed today how she keeps males ogling her proportions: "I eat a rich, gooey banana split each afternoon as a pick-me-up," she said. — United Press.

Double Disaster

Charlotte, Jan. 1. Two marine sergeants were killed today when their car crashed into a standing train and was subsequently bludgeoned into by another passing train. — Calma Mail Special.

Incident In A HK Hotel HOSTESS' NAME CLEARED

London, Jan. 1. Miss Marie Griffin, 28-year-old British Overseas Airways air hostess, who was dismissed after an alleged incident in a Hongkong hotel, heard today that her notice of dismissal had been withdrawn.

Miss Griffin, who is Chairman of the newly-formed London Air Hostesses Union, told reporters that the Corporation were not re-instating her in her old job but had offered her a post as airport receptionist.

"I have refused this," she added. "Now I shall look for another job in flying. When I applied I wanted my name cleared and my old job back. I got my name cleared but not the job."

Miss Griffin's dismissal followed an alleged fight in her hotel bedroom in Hongkong after a discussion with two male stewards from her airline and an American over the Little Rock segregation issue. — Arkansas. — Reuter.

No Passengers

The owners said six crewmen were aboard the Skymaster, including a stewardess. It carried no passengers.

The plane had been bought only a few weeks ago from California Eastern Airlines of Oakland, California.

The incident was the first involving a commercial aircraft behind the Iron Curtain since Bulgarian fighters shot down an Israeli Constellation in 1955, killing all 58 persons aboard.

The airline gave this account of the incident:

"The plane is on an airfield called Vlone in Albania after being forced down by fighters. The Skymaster was on a flight from Dusseldorf to Bangkok and first scheduled stop was Damascus."

FREIGHT

"It left Dusseldorf at 0518 GMT on Tuesday with 900 kilos of general freight for Karachi and Bangkok.

"The aircraft reported its position to Brindisi control centre on air advisory route 215 heading down the Albanian coast to sea at 10,000 feet. The pilot said then he was changing from Brindisi control centre to Athens control centre.

"At 0935 GMT, a few minutes after his previous message, a further message was received by Italian radar authorities

which said that the plane was being intercepted by jet fighters off the Albanian coast.

"This was the last message received from the aircraft."

"It did not contact the Athens flight information region, and after its flight time was up, it had 10 hours' fuel aboard — Greek planes instituted a search.

Crew List

"An Albanian broadcast today said the plane was being held on the airfield for violating Albanian air space."

The airline identified the crew as:

Captain M. Kosubski, Second Pilot A. Nicoll, First Officer D. Bamber, Engineering Officer E. Hardy, Stewardesses Miss M. Clancy, Steward Sackell.

The Foreign Office later confirmed that Italian authorities

relied a radio message reporting the aircraft was forced down by two Albanian fighters and landed at Vlone on the morning of December 31."

WEATHER

Weather in the area was described as mostly cloudy at the time. The planned route would have taken the Skymaster midway down the Adriatic, well outside Albanian air space.

Western planes are not normally permitted to fly over Communist territory.

The Adriatic is at its narrowest — less than 60 miles between Vlone and Otranto, Italy.

If the plane were on course, it presumably would have been flying at least 30 miles west of the Albanian coast. — United Press.

Ceylon Buses Nationalised

Colombo, Jan. 1. Nationalisation of Ceylon buses throughout the country.

Prime Minister Solomon Bandaranaike said at the nationalisation ceremony that the move "is one of the largest schemes of such nationalisation in South-East Asia."

The Government's expenditure reached 3,000 rupees. — United Press.

ARMY AND AIR FORCE UNITS REVOLT IN VENEZUELA

Caracas, Jan. 1. Air force and infantry units staged a New Year's Day revolt against the Government in Maracay, 50 miles from Caracas.

RN OFFICER DISMISSED HIS SHIP

Portsmouth, Dec. 31. Royal Navy lieutenant took the "fatal step" as a commissioned officer of not facing up to the fact that lower deck customs of lots of rum must be gone forever, the defence said at a court martial here today.

Lieut. Ernest Jones, 49, former naval Provost Marshal at Portland, Dorset, was sentenced to prison for his conduct on board his ship and severely reprimanded.

He had pleaded guilty to three charges — failing to keep good order in the naval patrol headquarters at Portland, failing to enforce regulations resulting in service rum and provisions being applied to private use, and fraudulently receiving service rum.

He was found not guilty of another charge accusing him of being drunk in patrol headquarters.

The court had accepted his plea of not guilty to two further charges of failing to make diligent endeavours to detect and bring to justice three senior ratings and officers who had committed offences, and to accepting a regular issue of service spirit.

On the one charge heard by the court — that of being drunk in patrol headquarters — evidence was given that on October 7 a rating under the influence of drink was brought in by the patrol and interrogated by Lieut. Jones.

Macmillan is scheduled to leave on Tuesday on a flying visit to Australia, New Zealand, India, Pakistan, and Ceylon. It will be the first such tour by a British Prime Minister while in office to any of the five countries.

Before leaving, Macmillan hopes to lay the lines for his Government policy as regards participation in talks with Russia, the Malta crisis, and Cyprus.

NOT FINISHED

Macmillan has not yet finished drafting his answer to a 3,000-word letter from Soviet Premier Nikolai Bulganin late last year proposing East-West talks and outlining Soviet ideas on disarmament and other problems.

Similar letters were received by the United States and other members of the North Atlantic Treaty Organisation shortly before their "summit" meeting in Paris.

The Western allies are co-ordinating their replies but each is answering separately. — United Press.

Many Killed In Train Crashes

New Delhi, Jan. 1. An express train smashed into a passenger train today at a railroad junction in Punjab state.

First reports said 30 persons were killed and 100 injured. Some of the passengers were burned to death in a fire that followed the collision.

The accident occurred six miles from Ambala, in Punjab, at the Morti station, railway junction. The New-Delhi-Patna-Kunti express train was bound to Ambala while the passenger train was travelling from Ambala to New Delhi.

WARSZAWA CRASH

Six persons were killed and at least two seriously injured when a fast-moving electric passenger train hit the rear of a slow freight south of Warsaw today.

Reports of the accident released today said those killed included a policeman and two women. The accident occurred at Bielikow, 10 miles south of Warsaw, around 2:30 p.m. yesterday.

Reports said today the driver of the electric train and the conductor were slightly injured.

Passenger trains were not reported. — United Press.

JAPAN IN SECURITY COUNCIL

New York, Jan. 1.

Japan today became a member of the Security Council, just a year and 13 days after her admission to the United Nations.

She took office in this most powerful organ of the United Nations along with Canada and Panama, which were also elected for two-year terms. Japan is non-permanent member at the last General Assembly.

The three nations replace Australia and Cuba.

Council members also serve on the 28-nation Disarmament Commission, due for the next two years at least. Japan will be able to make her voice heard on the subject of arms reduction and nuclear weapons testing in which she is vitally interested.

— Reuter.

LOVER DOPED ROSES

Turin, Jan. 1.

A spurned lover spoiled New Year's Eve for 19-year-old Carla Musso yesterday with a bouquet of chloroform-sprayed roses.

The man, whose name was not revealed, sent the red roses to Carla's home. The girl pinned two of the roses on her dress before going to a dancing party.

She got so sleepy that she had to go home after a few minutes, and slept for 10 hours. A doctor called by alarmed relatives traced the cause to the sleeping preparation on the roses.

Four Killed In Traffic Accident

Four persons died and three were injured in a traffic accident on Clearwater Bay Road on New Year's Eve at about 5 p.m.

A lorry crashed against the hillside on the right hand side of the steepest section of Clearwater Bay Road between the old No. 7 cemetery and Kowloon Bay. The immediate result of the accident was two dead and five injured. Several hours afterwards, two of the seriously injured died in hospital.

ANOTHER TWA FIRST...

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KING'S PRINCESS

SHOWING TO-DAY

Every tick of the clock...
Every beat of your heart...
brings the big moment closer!

Time for another great one...

3:10 TO YUMA

Starring
GLENN FORD • VAN HEFLIN
FELICIA FARRA COLUMBIA PICTURE
Screen Play by PAULETTE HELLS. Based on a Story by ELMORE LEONARD. Directed by ROBERT SAYRE. Produced by DAVID SELZNICK

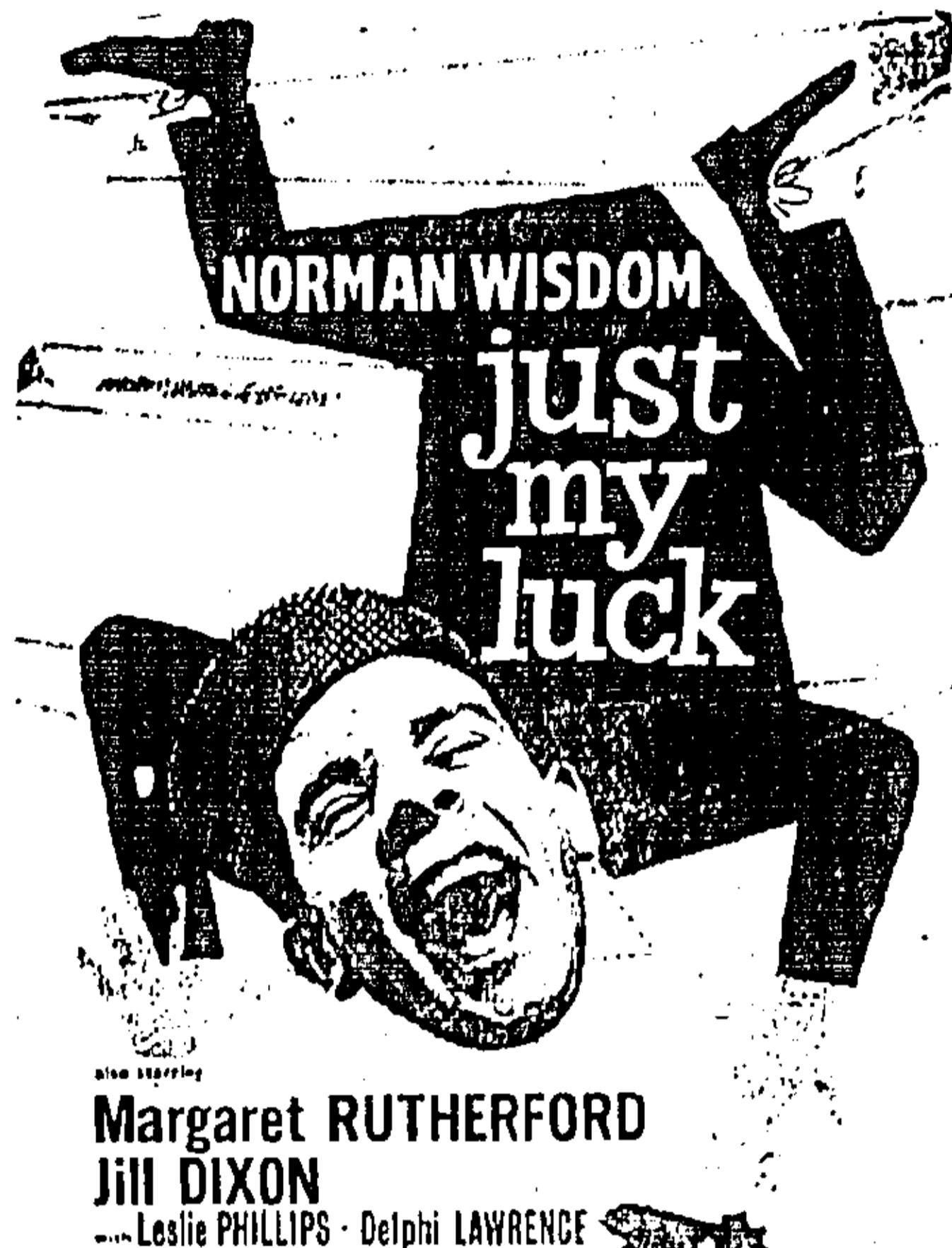
Lee • Astor

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• 4 SHOWS TO-DAY •
AT 2.30, 5.30, 7.30 & 9.30 P.M.

THE SAME ORGANIZATION PRESENTS

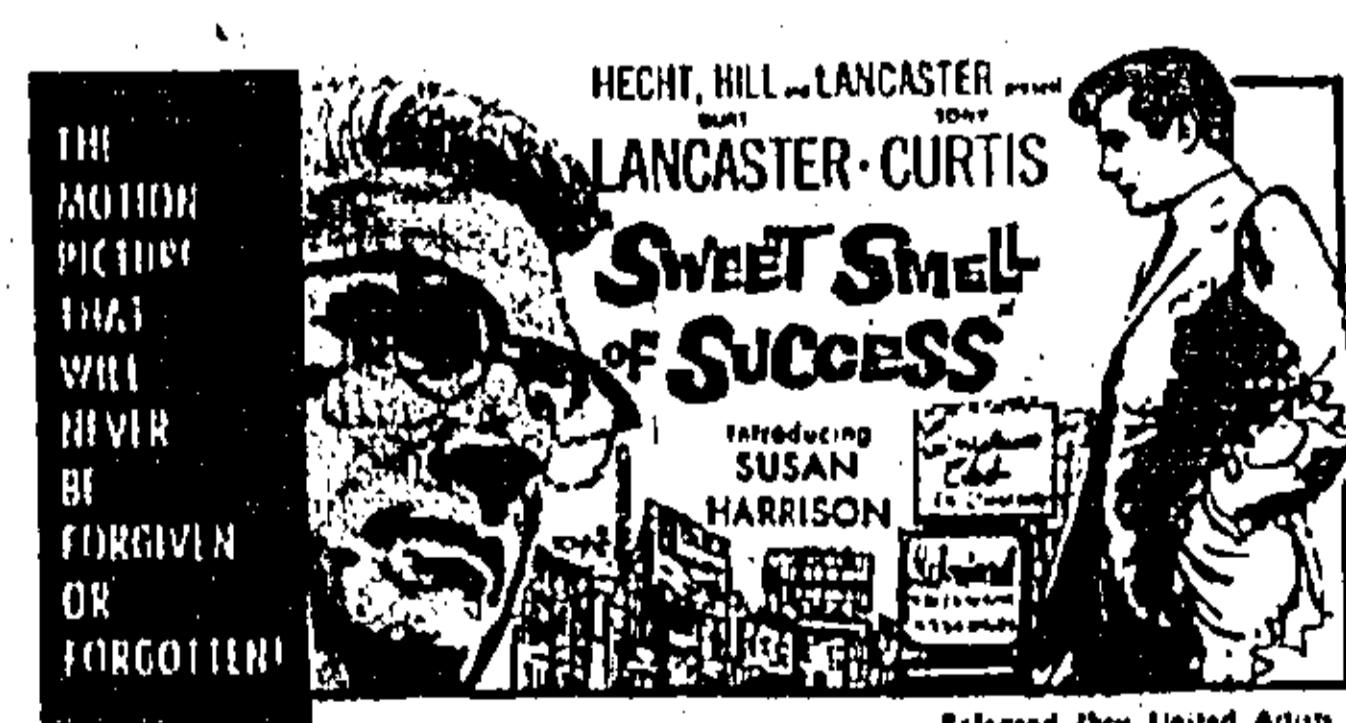
Margaret Rutherford
Jill DixonLeslie Phillips • Delphi Lawrence
Directed by ELLIOTT DRAKE
Produced by ROBERT SAYRE
Written by PAULETTE HELLS
Music by ROCH STEWART
Cinematography by JOHN FREDY CARLSON

CAPITOL RITZ

SHOWING TO-DAY
AT 2.30, 5.30, 7.30 & 9.30 P.M.SHOWING TO-DAY
AT 2.30, 5.30, 7.30 & 9.30 P.M.TO-DAY MORNING SHOW
At 12.30 P.M.
LAN DAI in
"THE BATTLE LOVE!"
— NEXT CHANGE —
DICK BOGARD in
"ILL MET BY MOONLIGHT"

SIAR THEATRE METROPOLE

SHOWING TO-DAY: AT 2.30, 5.30, 7.30 & 9.30 P.M.



POP



Explosion Blows Up Hall

Dublin, Dec. 31. The Ulster Special Constabulary Hall in Derrylin County, Fermanagh, Northern Ireland, was extensively damaged by two explosions last night. No one was injured. Police who threw a cordon round the area found tracks leading from the damaged hall in the direction of the border between Northern Ireland and the Irish Republic two miles away. The outlawed Irish Republican Army which seeks to unite Ireland by force if necessary was thought to be responsible for the explosions. — Reuter.

Barrymore Celebrated Too Early

Hollywood, Dec. 31. Actor John Barrymore Jr., 25, son of the late "Great Profile," rang in the New Year a day early as he was arrested in Beverly Hills today on charges of being drunk and disturbing the peace.

The young actor and his wife, Cara Williams, were reported by police to have engaged in a midnight quarrel which ended with officers arresting Barrymore after he reportedly became belligerent.

Barrymore and his wife had reconciled after one of their frequent estrangements and then began quarreling again, police said.

Several hours later Barrymore appeared before Municipal Judge Henry Dragger, paid a \$100 fine and was sentenced to spend the next three weekends in city jail. — United Press.

ORIENTAL MAJESTIC

Please note change of times
To-day at 2.30, 5.10,
7.30 & 9.40 p.m.

The Homingay love story that shocked the World!



SHOWING TO-DAY
AT 2.30, 5.20, 7.30 & 9.30 p.m.



SHOWING TO-DAY
AT 2.30, 5.20, 7.30 & 9.30 p.m.

HONG KONG STAGE CLUB

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"ANTIGONE"

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at

8.00 P.M.

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"A PHOENIX TOO FREQUENT"

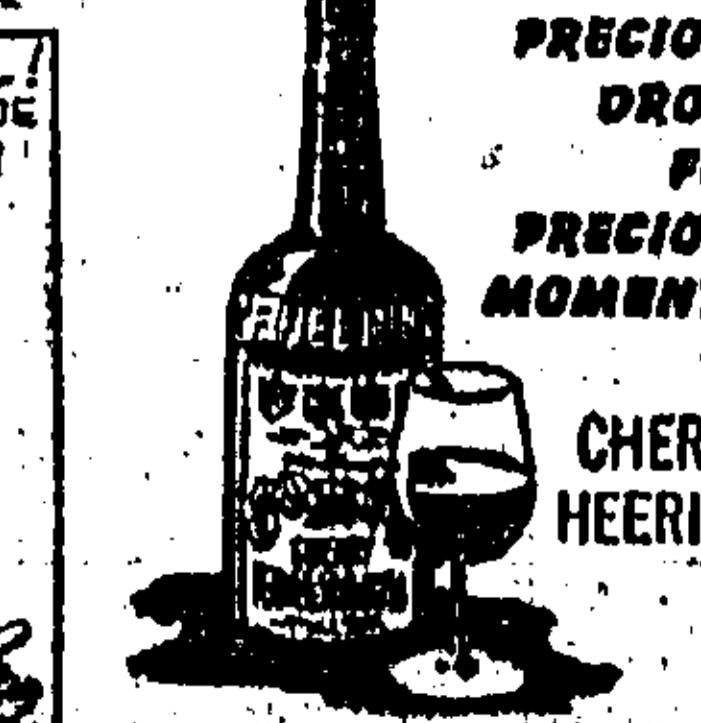
By CHRISTOPHER FRY

ALL ARE WELCOME

Watch yer clock



YES! WONDERFUL IT HASN'T GONE FOR WEEKS!



Superior, Dec. 31. Roy Jacobson and Edwin Saunders, both 19, have the choice of spending five days in jail or blowing up four tyres apiece by mouth.

The youths were arrested by a policeman who overheard them boasting that they had deflated the tyres of a car belonging to a State Highway patrolman. — United Press.

Blow Or Go To Gaol

Malacca, Dec. 31. Pion Choon, 48, a terrorist who surrendered here on December 12, had 17 days of freedom.

He died on Sunday at the Malacca General Hospital, where he had been sent immediately after his surrender.

He was killed by Beri Beri, boils and ulcers, brought about by 10 years in the jungle. — Reuter.

QUEEN'S & ALHAMBRA

2.30, 5.15, 7.30 & 9.30 P.M. 2.30, 5.30, 7.30 & 9.30 P.M.

• TO-DAY •

It Sizzles



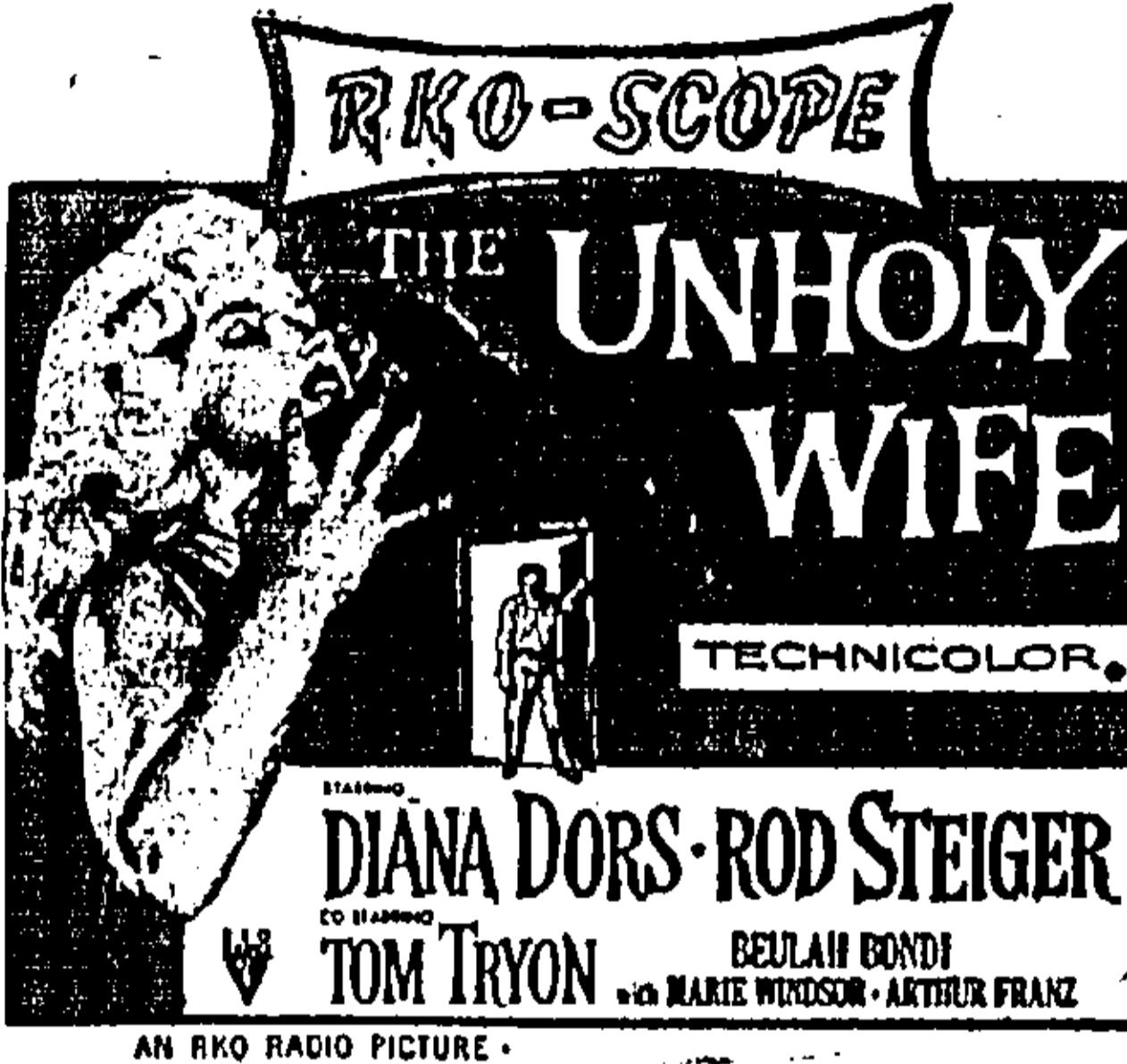
ROXY & BROADWAY

★ SHOWING TO-DAY ★

AT 2.30, 5.30, 7.30 & 9.30 P.M.

HALF-ANGEL HALF-DEVIL

she made him HALF-A-MAN!!!



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SHOWING TO-DAY
EVERYONE WENT DRY FOR A DAY

As Honoured by Her Majesty at The

ROYAL PERFORMANCE



Only 17 Days Of Freedom

Malacca, Dec. 31.

Pion Choon, 48, a terrorist

who surrendered here on

December 12, had 17 days of freedom.

He died on Sunday at the

Malacca General Hospital,

where he had been sent imme-

diately after his surrender.

He was killed by Beri Beri,

boils and ulcers, brought about

by 10 years in the jungle. — Reuter.

SOMEONE told me that the

Prime Minister had com-

mented on the bombproof

building which the Admiralty

had erected near the Horse

Guards Parade: "They have put

up a very strong place there—

masses of concrete and tons of

steel. Taking into account the

fact that their heads are solid

bone, they ought to be quite

safe inside."

The above is quoted from the story

THE BUSINESS OF WAR

Major General Sir John Kennedy with commentary by Frank Owen

This controversial and fascinating story commences on Saturday, Jan. 4th exclusively in the

CHINA MAIL



GRAND TRANS-CONTINENTAL BUTTERFLY CHASE



OLD LOW'S ALMANACK

World Copyright by arrangement with the Manchester Guardian



H-tests continue in Russia.
A new bomb to end all
bombs is fired straight
from Mr. K's big mouth.

PROPHETIES for 1958

World Copyright by arrangement with the Manchester Guardian

Why are we hushing-up ZETA?

I SAY TELL
THE WORLD NOW!

WHY the cover-up, Mr Macmillan? I have been in London less than a week and perhaps haven't the right to ask the question, but something very strange is going on. When I left New York a friend in the State Department told me:

"Britain has made scientific strides which make the Russian Sputniks look like nothing. Your chaps are bringing about a new industrial revolution—controlling hydrogen explosions for commercial use, harnessing the hydrogen as a source of fuel, heat, and power."

Playing it down

I SAID: "Why hasn't it been announced apart from vague hints and casual remarks by Macmillan and company?" My State Department friend said: "Because our boys have asked you to play the whole business down. Don't want to make us look fools in the eyes of the world after the Coco Beach fiasco. And indeed Macmillan has agreed.

"The result is that British discoveries which have implications far beyond the Sputnik, the intercontinental guided missile, the earth satellite with a dog aboard are being hushed up to avoid American embarrassment."

Just before I sailed, the Christian Science Monitor, an excellent newspaper, said on its front page that the belief was growing in Britain that our taming of the H-bomb for industrial use was being played down if not obscured altogether at American request.

The Monitor said it had investigated the charges but could not substantiate them. Washington's attitude was: "If the British have really pulled off something spectacular then good luck to them and we will help to blow the trumpet for them."

This has not happened. Here on our doorstep is the biggest scientific achievement for decades and we refuse to proclaim it. From the propaganda view alone the advances made by our scientists are priceless.

At a time when Russia has scored one propaganda victory after another and boasts that she is at least five years ahead of America and Britain in science we remain almost silent (I don't recall the Prime Minister's references in his TV speech as a forthright detailed statement).

Could anything be more foolish?

Cancelled

ONE astonishing feature is that the Government arranged for a press party to go to Harwell, see what we were achieving, talk to the scientists and tell the country and the world of the British success.

Suddenly the press tour was cancelled (at American request) and there are many people in Fleet Street and the provinces today who are not aware that the big story had in effect been censored.

I cannot stress too strongly

the magnitude of the British achievement. And by Americans

Beside this new British scientific achievement the Sputnik fades...

DON IDDON'S DIARY

World Copyright by arrangement with the Manchester Guardian

Mr. Anthony Nutting, former Minister of State who has many friends in the U.S. Government, says differently.

"This is one of history's best concealed triumphs," and "Controlled hydrogen reaction is an achievement beside which the Sputnik pales into insignificance."

Britain has done it. Let's tell the world.

A duty

WHILE the Russians and the Americans fight this duel to perfect weapons of war the British are perfecting the new engines of peace.

Is there no one in the Cabinet who thought it might have been good international business, to have proclaimed these facts on the eve of the NATO Conference? I have to tell you that our programme machine here at home, never smooth-running, is now hardly working at all.

I am sorry to have to write such words on this my first Christmas in Britain for 21 years, but it is a duty.

I am distressed by the fumbling and mumbling in Whitehall. No one is telling the British story. No one is even whispering it.

Instead there is the cover-up, the bowing to American suggestions, the subservience in the past to John Foster Dulles and the calling President Eisenhower.

Take off the wraps, Mr Macmillan!

LOKE YEW HALL

(UNIVERSITY OF HONGKONG)

JEAN FOURNIER

AND

GINETTE DOYEN

PRESENTED BY HARRY ODELL

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PROGRAMMES



(PIANO)

SUNDAY, 12th JANUARY, AT 6 P.M.

1. Concerto in A Minor
2. Rondo
3. Sonata in A Major (Kreutzer)
4. Adagio Sostenuto: Presto
5. Andante con Variazioni
6. Finale: Presto

— INTERVAL —

Chausson

Saint-Saëns

Dobrusky

Fugmann-Kreisler

Mendelssohn

Stravinsky

Szymanowski

Saint-Saëns

1. Sonata No. 4 in D Major

2. Italian Suite

3. The Fountain of Arthusa

4. Round Capriccio

— INTERVAL —

5. Concerto in E Minor for Violin and Orchestra

(Played with the Hongkong Philharmonic Orchestra)

— Conducted by Arturo Toscanini

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The World's finest DRY GIN

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The evidence is most conclusive!

UP COUNTRY by THURLOW CRAIG

Rex is so choosy over his TV

FISHLESS but content I was walking home along the river bank one recent autumn evening. The sun was warm, there was a gentle southerly breeze. The occasional lowing of cattle as milking-hour approached, the plaintive mew of a pair of buzzards circling high over the river, added rustic music to that sylvan scene.

Suddenly the peace was shattered by a noise which might almost have been made by the narrow-gauge railway higher up the valley—only I knew it couldn't be because, alas, the toy train runs no more. It has fallen victim to the march of progress that has reached even our secluded part of the world.

I looked back, for the noise was getting louder.

Round a bend of the thickly-wooded river bank appeared an enormous mastiff, blowing, growling, and puffing as he hurried up, dragging a breathless girl along behind him.

Breaking into a lumbering canter, I asked if she needed help, but she gasped that she could make it—she hoped—to the village. Rex did not want to miss the television that was all.

Flying leap

HE TOOK the sills in a flying leap, dragging his mistress over anywhere, and then they were gone. Slowly the noise died away and peace returned to the valley.

Walking through the sleepy hamlet I dropped in at the local for a tankard of ale and to see if perhaps other fishers had had better luck. I asked whether Rex had arrived in time for his programme.

He's easy-going but...

Yes, was the reply, and I could watch, too, provided I didn't try to share the sofa with him. He's a long-suffering hound and permits all sorts of liberties, but only his mistress can sit beside him when he is watching Children's Hour.

And there he was, seriously intent, bolt upright in the best seat. As I entered he looked round with an impish growl as though warning me not to make any noise. I didn't. Neither did anyone else.

When the programme came to an end he got down and went out into the yard to play with his indiarubber bone. A minute later he was back again. He'd lost it. And without the slightest regard for other people's enjoyment of the new programme, vociferously demanded that it should be found for him immediately. It was.

Later he came into the tap-room with the indignant toy and we took this photograph standing behind the bar with his paws on it.

Deadpan

AT NEARLY a year old he is practically full-grown and weighs one ton. At least, that is what it feels like when he turns himself at any of us—as he loves to do—planting both huge paws on our shoulders and slathering on our faces.

Everything he does is performed with that air of deadpan unhappiness common to mastiffs, bloodhounds, and Buster Keaton.

But when the landlord shouts TIME shortly before 10, Rex grows up and discards his rubber bone. It is time for him to take over as night watchman. Officially he gives us to understand that we are no longer welcome and had better go home, even though it may want five minutes to the hour.

At night he has the run of that old inn because, although no local would ever dream of burgling it—except perhaps in our dreams—occasional sinister strangers pass through. We all wonder what he would do in an emergency.

I have considered risking a bungling entry by night myself. Probably he would charge me, knock me down, and proceed to lick my face.

Then, if the noise hadn't aroused the entire household, he might even try to act like the St Bernard dog whose picture he was studying the other day, and bring me round with a drop of brandy.

On the other hand, he might not. I don't think I'll risk it.

NIGHT PEOPLE SETS RECORD FOR SIX FURLONGS

Quite A Few Incidents At Yesterday's Races

By "THE TURF"

There was a record number of incidents at Happy Valley yesterday on the first day of the Hongkong Jockey Club's Sixth Race Meeting.

A new record of one min. 13.8 secs. was set by Night People (P. Y. T. Wei) for the six furlongs in winning the Stewards' Cup. In the same race, Serbu broke its left hindleg in charging the barrier. The pony was later destroyed. Kenny Kwok was suspended from riding for the month of January, 1958, by the Stewards who pointed out that Kwok had twice anticipated the start.

There was a false start in the race with Serbu leading off the pack. The ponies pulled up after running for about a furlong.

After the race was over, there was a break by a large section of the punters in the Starter and the assistant returned to the club premises. A Steward later took over duties as Starter in the remaining races.

The First Race saw a false start with eight of 16 starters going one full round before pulling up. The race had to be run again.

The above incidents and several high dividends made yesterday an exciting day for punters at the Valley.

The First Race saw a false start with eight of 16 starters going one full round before pulling up. The race had to be run again.

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Broke Barrier

In the Fifth Race Sunbreak charged the barrier, broke it, unseated Lam King-lai, and ran round the course four times at fast gallop before it was stopped at the entrance to the Sadding Paddock. It was taken back into the paddock and did not participate in the race.

On its third time round the course, the runaway pony knocked down a mafao, who tried to stop it near the Two-Mile Post.

In the Second Race Comet, ridden by Marcel Samare, placed first but was eventually disqualified following an objection lodged by the Stewards.

The HKJC statement reads:—

"The Stewards objected to M. Samare, the rider of the 1st pony, Comet, for crossing.

The Stewards, having heard the evidence, upheld their objection and disqualified Comet.

The official result of the race is as follows:—

1st Quicette, 2nd Applause, 3rd Advancement.

Stewards' Cup

The Stewards' Cup, a six furlong sprint for Class One ponies, saw eight starters, but after the two false starts there were only seven. Serbu injured its left hind leg when it charged the barrier in the second false start.

The third start was poor with Sunbreak (Samare) about 70 yards behind the field and facing the Sadding Paddock while both Charlier (Dato) and Castle Peak (Alex Lam) were also facing the other way about 15 yards behind the others.

The race itself was won by Stog leading Red Light and Night People into the straight when Red Light shot to the front. Night People came up with a strong rush to overtake leading Red Light at the Totalisator and went on to win easily in the record time of one min. 13.3 secs. beating the previous best of one min. 14.4/5 secs. set by National Courage on October 11, 1941.

The Stewards' Cup was presented to Mr Gerald Lee, owner of Night People, by Mr D. Benson, Chairman of the Hongkong Jockey Club.

Mr Donald Black was cheered when he came out to start the seventh race and when he returned after the race was ended.

An official notice issued by the Stewards on Race Six, regarding the suspension of Kenny Kwok until the end of January, 1958, reads:

"The Stewards called before them K. Kwok, the rider of Serbu in the race, to advise regarding his behaviour at the start. They pointed out that Kwok twice anticipated the start and suspended him from riding for the month of January, 1958."

The Results

Race No. 1—For Ponies, Class 5. From The Two Million Pound One Mile & In (About One Mile 172 Yards).

1. *Charlie's Carol*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 2—For Ponies, Class 6.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 3—For Ponies, Class 7.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 4—For Ponies, Class 8.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 5—For Ponies, Class 9.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 6—For Ponies, Class 10.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 7—For Ponies, Class 11.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 8—For Ponies, Class 12.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 9—For Ponies, Class 13.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 10—For Ponies, Class 14.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 11—For Ponies, Class 15.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 12—For Ponies, Class 16.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 13—For Ponies, Class 17.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 14—For Ponies, Class 18.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 15—For Ponies, Class 19.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 16—For Ponies, Class 20.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 17—For Ponies, Class 21.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 18—For Ponies, Class 22.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 19—For Ponies, Class 23.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 20—For Ponies, Class 24.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 21—For Ponies, Class 25.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 22—For Ponies, Class 26.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 23—For Ponies, Class 27.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 24—For Ponies, Class 28.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 25—For Ponies, Class 29.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 26—For Ponies, Class 30.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 27—For Ponies, Class 31.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 28—For Ponies, Class 32.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 29—For Ponies, Class 33.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 30—For Ponies, Class 34.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 31—For Ponies, Class 35.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 32—For Ponies, Class 36.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 33—For Ponies, Class 37.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 34—For Ponies, Class 38.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 35—For Ponies, Class 39.

1. *Charli*, 151, Liang Kai-wen, 1st. 2. *Appreciation*, 152, C. Y. Wong, 2nd. 3. *Charli*, 151, Liang Kai-wen, 3rd.

Race No. 36—For Ponies, Class 40.

1. <

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"BENIVRACK"	17/18 Feb.	19 Feb.
"BENLUNDEN"	10/11 Apr.	11 Apr.

***FOR LIVERPOOL, ROTTERDAM, HAMBURG**

	Leaving	Arrives
"TENVENUE"	20/21 Jan.	22 Jan.
"BENCLUECH"	21/22 Feb.	23 Feb.
"BENLAVERN"	24/25 Mar.	26 Mar.

***FOR HAMBURG, LONDON, ROTTERDAM**

	Leaving	Arrives
"BENAVON"	31 Dec./1 Jan.	2 Jan. (Calls HULL)
"BENMACHTU"	10/11 Mar.	12 Mar. (Calls HULL)

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	Leaving	Arrives
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"BENDORAN"	10th Jan.	"BENIVRACK"	10th Feb.
"BENVENUE"	10th Jan.	"BENLAVERN"	10th Mar.

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"KRISTIN BAKKE"	Sailed	Sailed	Sailed	Sailed	12 Jan.	13 Jan.	17 Jan.	20 Jan.
"ANNA BAKKE"	Sailed	Sailed	Sailed	Sailed	3 Jan.	8 Jan.	2 Feb.	5 Feb.

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	Sails	Sails	Sails	HONGKONG	Arr.	JAPAN	Arrives	Arrives	Arrives
	Fremantle	S'pore	Mantia	Arr.	Sail	S'pore	Vancouver	Seattle	Columbia River
"GUERTRUD BAKKE"	Sailed	Sailed	—	In port	3 Jan.	12 Jun.	21 Jan.	1 Feb.	6 Feb.
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THE CHINA MAIL, THURSDAY, JANUARY 2, 1958.

CAPETOWN TEST

McDonald And Burke
In First Wicket
Stand Of 190

Capetown, Dec. 31.

A cautious Australian stand, which developed into a first wicket stand of 190 between Colin McDonald and Jim Burke, dominated the opening day's play of the second Test against South Africa here today.

At the close Australia had scored 234 for three wickets and Burke was undefeated for 114. McDonald was out when one short of a century.

Burke reached his century between tea and the close, in the middle of a minor Australian collapse in which three batsmen — McDonald, Neil Harvey and Ian Craig — fell while 30 runs were added. These wickets for South Africa were due compensation for their never flagging efforts in the field and accurate bowling with the ball which gave no assistance.

McDonald and Burke played all the bowlers with confidence, and though they put on only 47 in two hours before lunch they speeded up after the interval with a scoring rate of more than a run a minute.

Burke, with cautious, methodical batting, completed his century in just under five hours, helped by nine fours. His only

shots by McDonald, they looked as if they would see the day, but when McDonald was 99 he cut a ball from Eddie Fuller and was caught behind by John Waite, who held the ball after juggling with it.

McDonald hit 12 fours and batted four hours, 23 minutes. The stand was easily the best in the pair, beating their 137 in the second Test against England at Lord's last year.

One Chance At 14

Burke, with cautious, methodical batting, completed his century in just under five hours, helped by nine fours. His only

chance was at 14 when he might have been stumped off a ball from Hugh Taylor, which "popped" and hit Waite on the chest.

Neil Harvey, who missed the drawn first Test because of injury, looked comfortable, but when 15 cut a rising ball from Neil Adcock and was well caught in the gully by Trevor Goddard.

Craig, the Australian captain, had faced only two balls when beaten by Goddard before scoring, just under an hour from the close.

Only the loosest of balls tempted Burke and Neil Mackay to add to the score, "Slasher" Mackay making three in a partnership of 14.

The Scoreboard

AUSTRALIA

First Innings

C. McDonald, c. Waite b. Fuller, 14

J. Burke, not out

N. Harvey, c. Goddard b. Adcock, 15

I. Craig, b. Goddard, 0

K. Mackay, not out

Extras, 3

Total (for 3 wickets) 234

Fnk of wickets, 1 for 190, 2 for 215, 3 for 220.

Bowling To Date

O. M. R. W.

Adcock, 16 4 44 1

Goddard, 23 0 43 1

Fuller, 18 3 57 1

Waite, 24 0 22 0

Westcott, 4 0 19 0

Van Rynegeld, 4 —Reuter.

SAILINGS TO: INDONESIA



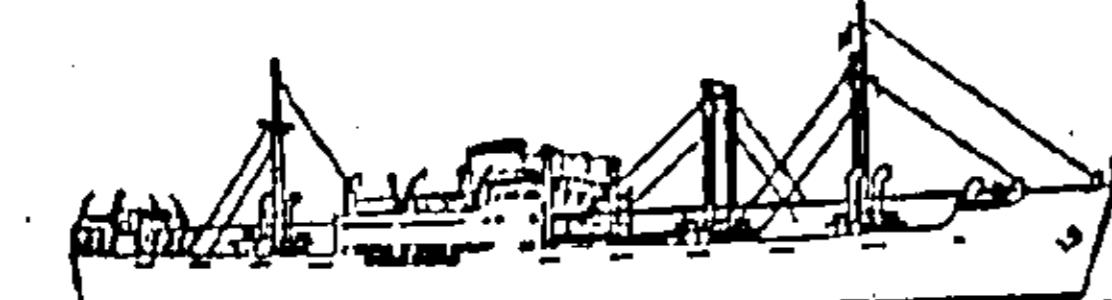
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"JAPAN" (Salled) (Salled) 6th Feb. 1958
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M.S. "SUNNYVILLE" 30th Jan.
M.S. "BRONXVILLE" 29th Feb.
M.S. "BONNIEVILLE" 30th Mar.
M.S. "BOUGAINVILLE" 30th Apr.
PASSENGER ACCOMMODATION — BULK OIL TANKS
REFRIGERATION SPACE
Cargo accepted for Overland Common Points

Arrivals from PACIFIC COAST
Vancouver B.C. Bonneville Bonneville Sunnyside
Seattle B.C. Sailed Jan. 12 Feb. 12 Mar. 12
Portland B.C. Sailed Feb. 13 Feb. 13 Mar. 13
San Francisco B.C. Sailed Jan. 15 Feb. 15 Mar. 15
Los Angeles B.C. Sailed Jan. 16 Feb. 16 Mar. 16
Manila, Hong Kong Due Jan. 17 Feb. 17 Mar. 17
Hong Kong Due Jan. 18 Feb. 18 Mar. 18

Sailing to Singapore, Belawan Deli, Penang & Port Swettenham

M.S. "BRONXVILLE" 22nd Jan.
M.S. "BONNIEVILLE" 22nd Feb.

For Freight and Particulars apply:
THE BANK LINE (CHINA) LTD.
Chinese Freight Agent
HOO FOKK PING
Telephone: 24276.

ISBRANDTSEN
ROUND THE WORLD SERVICE
NORFOLK, BALTIMORE & PHILADELPHIA
VIA SAN FRANCISCO — VIA JAPAN,
(KOBE, NAGOYA, SHIMIZU, YOKOHAMA).

TO NEW YORK
Arrives Sails
"FLYING ENDEAVOR" Jan. 8 Jan. 9
"FLYING ENTERPRISE II" Jan. 25 Jan. 26
"FLYING INDEPENDENT" Jan. 28 Jan. 28
"FLYING TRADER" Feb. 14 Feb. 15
* CALLS KEELING Limited Passenger Accommodation
+ CALLS PUSAN Subject to Indemnity
Direct Service to San Juan, Puerto Rico.
Also accepting cargo for PONCE & MATAGUEZ.
Accepting cargo for Central & South American Port on through B/L.
(TRANSHIP AT SAN FRANCISCO)

DIRECT TO PUSAN
U.S. FLAG Loading Sailing
"FLYING ENDEAVOR" Jan. 8 Jan. 9
"FLYING ENTERPRISE II" Jan. 25 Jan. 26

CENTRAL AGENTS
HOTER SHIP
Hotter Trading & Steamship Co. (1957) Ltd.
Room 4 Printing House, Mtr. Flr. 8 Duddell Street, Telephone 87809 & 88007.

THE East Asiatic CO., LTD.

FROM EUROPE
M.S. "MANCHURIA" Due at Hongkong 15th Jan.
M.S. "SUNRAWA" 16th Feb.
M.S. "KINA" 16th Mar.
M.S. "KOREA" 16th Mar.
M.S. "BUSUANGA" 25th Mar.
M.S. "INDIA" 26th Mar.
M.S. "SINALOA" 15th Apr.
EUROPE Loading 7/8th Jan.
Deep tanks available for bulk oil
The vessels carry up to 12 passengers in first class.
Outsize double and single cabins with private bath.

FOR BANGKOK
S. S. "PRODUCE" Now Loading Buoy D-23

FOR JAPAN
S. S. "PRODUCE" Due to Load 20th Jan.
Queen's Bldg., 2nd Floor. Tel. 34111/4.

EVERETT LINES

EVERETT ORIENT LINE
FAST REGULAR FREIGHT REFRIGERATOR SERVICE

Loading for Singapore, Penang, Rangoon, Calcutta and Ceylon.

"LINEVERETTE" Arr. Jan. 10 Sails Jan. 11
"TRINITY" 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721

NOTICES

NOTICE TO CONSIGNEES

Consignees per
MITSUI LINE
M.S. "AKABABAN MARU"
Arrived 30th December, 1957

Are hereby notified that their cargo has been discharged into The China Provident Loan & Mortgage Co. Ltd., Godown where it will lie until further notice, subject to the Company's terms & conditions of storage and where delivery may be obtained.

Damage packages are to be left in the godown for examination by Consignees and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. on the 6th January, 1958.

To comply with the General Bonded Warehouse Regulations concerning undelivered cargo, survey will be attended when damaged dutiable goods are examined.

No claim will be admitted after the goods have left the steamer's godown and failure to attend the godown for cargo survey will invalidate claims.

Claims must be presented within 15 days of the ship's arrival or they will not be recognized.

All goods remaining undelivered after the 6th January, 1958, will be subject to rent.

No Fire Insurance has been effected.

EASTERN LLOYD LIMITED
Agents
MITSUI STEAMSHIP CO., LTD.

NOTICE TO CONSIGNEES

Consignees per
TOHO LINE
M.S. "DANAN MARU"

Arrived 30th December, 1957

Are hereby notified that their cargo has been discharged into The China Provident Loan & Mortgage Co. Ltd., Godown where it will lie until further notice, subject to the Company's terms & conditions of storage and where delivery may be obtained.

Damage packages are to be left in the godown for examination by Consignees and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. on the 6th January, 1958.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No claim will be admitted after the goods have left the steamer's godown and failure to attend the godown for cargo survey will invalidate claims.

Claims must be presented within 15 days of the ship's arrival or they will not be recognized.

All goods remaining undelivered after the 6th January, 1958, will be subject to rent.

No Fire Insurance has been effected.

EASTERN LLOYD LIMITED
Agents
TOHO STEAMSHIP CO., LTD.

NOTICE TO CONSIGNEES

THE SWEDISH EAST ASIA
COMPANY LIMITED
M.S. "MINIKOI"

Consignees are hereby notified that their cargo will be discharged into Hong Kong & Kowloon, 12th January, 1958, where it will lie until Consignees' risk and subject to terms and conditions of storage at Hong Kong & Kowloon, 12th January, 1958. All cargo will be ready for delivery from Godown and after the 2nd January, 1958.

Damaged packages must be left in the godown for examination by the Consignees and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. on the 6th January, 1958.

No claim will be admitted after the goods have left the steamer's godown and failure to attend the godown for cargo survey will be subject to rent.

No Fire Insurance will be effected.

OILMAN & CO. LTD.
Agents
Hongkong, 1st January, 1958.

MOLLERS' (HONGKONG) LIMITED

are pleased to announce
their appointment as General Agents
for

WELFARE INSURANCE COMPANY LIMITED
(INCORPORATED IN GREAT BRITAIN)

FIRE MARINE AND ACCIDENT
INSURANCES TRANSACTED AS FROM 1st JANUARY, 1958.

Race For The South Pole Is Much Closer
HILLARY RUNS INTO TROUBLE

Yingtan-Amoy
Railway
Opened
*N. Zealand Team
Fight Through
Deep Snowdrifts*

London, Jan. 1. The first railway running through the southeast province of Fukien, directly facing Formosa across the 90-mile wide Formosa Strait, was officially opened to traffic today, New China News Agency reported.

This was the 700-kilometre Yingtan-Amoy railway, which links the port of Amoy—located only a few miles from the Nationalist-held Quemoy Island group—with Yingtan, a station on the Chinkiang-Kwang railway, part of the national railway network.

The new line links up with 60 highways and inland waterways navigable to steamers making a total length of 3,507 kilometres, the agency said.

Besides expecting to provide cheap and easy transport to other provinces for Fukien products, the railway "is important for strengthening the country's defences and the liberation of Taiwan and so also for the promotion of peace in the Far East and the world," the agency added.—Reuters.

NAMESAKES

Answers:—1 Justice, 2 Marlowe, 3 Alchemy, 4 Play, 5 Germany, 6 Legends, 7 Fate, 8 Magician, 9 Study, 10 Mysterious, 11 Goethe, 12 Johanna Faust.

ANNOUNCEMENT

On and after 31st December, 1957

the business hitherto conducted by
THE MERCANTILE BANK
OF INDIA LIMITED

will be carried on under the
name of

MERCANTILE BANK
LIMITED

The Directorate and Management
remain unchanged

HEAD OFFICE: 15 Gracechurch Street, London, E.C.3

WEST END BRANCH: 123 Pall Mall, London, S.W.1

BRANCHES AND AGENCIES IN: INDIA, PAKISTAN, BURMA, CEYLON, SINGAPORE, FEDERATION IN MALAYA, HONGKONG, MAURITIUS, THAILAND, JAPAN.

HONG KONG BRANCH: 7 Queen's Road Central, Manager — W. J. LIDDLE

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WELFARE INSURANCE COMPANY LIMITED
(INCORPORATED IN GREAT BRITAIN)

FIRE MARINE AND ACCIDENT
INSURANCES TRANSACTED AS FROM 1st JANUARY, 1958.

SIR EDMUND HILLARY ran into almost impassable deep snows today just 100 miles short of victory in his race to the South Pole.

Reports reaching here from Scott Base, the depot from which the Everest conqueror and his team set out last month on their dash to the Pole, said deep snow was halting their half track vehicles—and petrol was running low. "At one time it looked like the end of the road for us," Hillary reported in a message filed yesterday after nearly a week of smooth, fast running.

The sudden rough going gave new hope to a British party headed by Dr Vivian Fuchs, which set out from the opposite side of the Antarctic continent.

Fuchs and his men were still more than 300 miles short of the Pole, making slow progress across an icefield criss-crossed with treacherous crevasses. It is a country never touched before by human feet.

Hillary was expected to get to the Pole at least a week before Fuchs. But yesterday's setbacks caused officials here to revise their timetable.

The race, they said, was now much closer.

The reports reaching here today from Scott Base said the New Zealanders battled the snow for 13 hours on December 30 but could move only a few miles.

Rarefied

Because of the rarefied atmosphere the men worked only two-hour shifts, two sitting atop the tractors to sit in a temperature of 25 degrees below zero (F) while the others huddled in dubious comfort in the swaying caboose.

Every few minutes those supposed to be "resting" had to jump out and shovel snow away from under the tractor.

Their average speed was 1.5 miles an hour, the reports said.

Meanwhile there was still

the question of the British party.

The question of the British party.

The reports reaching here today from Scott Base said the New Zealanders battled the snow for 13 hours on December 30 but could move only a few miles.

Aircraft flying to and from the U.S. base at the South Pole were reported keeping the Britons in sight as they struggled across the ice.—United Press.

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